

CONSTITUTION

Article I - Name

The name of this organization shall be the National Ten Association.

Article II - Emblem

The emblem shall be the letter "N" followed by the numerals "10."

Article III - Object

The object of the Association is to promote racing of the boats meeting the specifications of the National Ten Association; to maintain uniformity of all such boats in "one design" construction and sail plan; to adopt and enforce rules and regulations to insure equality in racing competition.

To cooperate with and aid individuals and groups in the formation of local National Ten units, and to require in turn, observance of such rules and regulations as are set down by the Association.

The Association is not organized for and shall not be conducted for profit.

Article IV - Membership

* Any owner or bona fide charterer of a National-10 or boat(turnabouts built prior to 1 January 1998) that meets the construction specifications, scantlings and sail measurements of the National Ten Association may apply for membership in the Association. Membership, when granted, shall include the immediate family of the member. Any application is subject to refusal, for cause, by the Governing Committee. In the case of a club, association, or syndicate owning a boat or boats, the members of such organization shall be entitled to participate in National Ten affairs, but shall be entitled to only as many memberships as boats owned.

Associate Member. Any person interested in National Tens who does not own one or is not a bona fide charterer of one may become an Associate Member. An Associate Member may not vote or hold office.

Honorary Member. Honorary members may be elected by an Annual Meeting or by the Governing Committee, subject to ratification at the next Annual Meeting. Such honorary members shall be for the period designated at their election. An Honorary Member shall in all respects have the same privileges and rights as an active member, but shall not be subject to the payment of dues.

Article V - Organization

The Fleet shall be the local unit of the National Ten Association. It shall elect a Fleet Secretary and other officers at its discretion. It shall be self-governing in all local matters but shall be governed by and subject to the Constitution, By-Laws, and Specifications of the Association.

Any three or more members of the Association may apply for a Fleet Charter by application in writing to the Secretary of the Association. Fleet Charters shall be granted or withheld by the Governing Committee. Charters may be revoked by the Governing Committee upon failure of a Fleet to maintain, the minimum number of Members in good standing, or for other adequate cause.

Article VI - Dues

*Association annual dues shall be paid before a Member may be in good standing either in a Fleet or in the National Ten Association.

Article VII - Executive Officers and Duties

The Association shall be governed by the following officers who shall be elected at each Annual Meeting from among the Members and shall serve until the ensuing Annual Meeting and until their successors are elected: (If a vacancy in any office shall arise whether by resignation or otherwise, the Governing Committee shall appoint a member to such office who shall serve therein until the next Annual Meeting or Special Meeting at which

time the office will be filled by vote of the members present.)

President, who shall preside at meetings, shall rule on procedure and appoint Special Committees. He shall be empowered to call meetings and shall designate the time and place excepting only the Annual Meeting. He shall compile and publish or cause to be compiled and published an Association manual.

The Vice-President, who shall officiate in the absence of the President.

The Secretary, who shall keep minutes of meetings, Fleet reports, records of membership, registration of boats, issue all Fleet Charters, and in addition shall perform the other duties pertaining to such office, and in the absence of the President and Vice-President shall officiate in their stead.

The Treasurer, who shall collect and deposit all funds, keep financial books, make approved disbursements, and render a report at the Annual Meeting, and in the absence of the President, Vice-President and Secretary, shall preside in their stead.

The Regatta Chairman, who shall generally be in charge of all National Ten Championships and act as the chairman ex officio of the Race Committee for these events.

Article VIII - Governing Committee

The powers of the Association shall be vested in and be administered by its Governing Committee.

The Governing Committee shall consist of the five officers and two members-at-large as elected at the Annual Meeting. An affirmative vote of at least a majority of the Committee shall decide all questions under their jurisdiction, and such votes shall be final. The Committee shall interpret the Constitution, By-Laws, Specifications and the Rules and Regulations governing National Ten Championships and revoke or grant Charters; sanction or ban Association races; conduct all business and determine the policy of the Association. In case of a vacancy on the Governing Committee, the President shall appoint a member to the Committee to fill the balance of the term of office. No two members of the Governing Committee, excepting only the officers, shall be representatives of the same fleet.

Article IX - Meetings and Elections

An Annual Meeting shall be held in the Fall of each year at a time and place to be designated by the President. The Secretary shall mail a notice of this meeting to all members then in good standing at least 30 days in advance of the date selected.

Order of Business at the Annual Meeting shall be as follows:

Call to order.

Roll call of Fleets.

Reading of minutes.

Reports of officers.

Ratification of Governing Committee rulings.

Other old business.

Election of Officers and Governing Committee.

New business.

Adjournment.

A Special Meeting shall be held at a time and place designated by the President upon written request to the Secretary by any ten (10) members in good standing or upon demand of the Governing Committee. At least two weeks written notice of the purpose, time and place of any Special Meeting shall be given by the Secretary to all members in good standing.

A quorum shall consist of such persons who are present at the Annual or Special Meeting.

Each member in good standing shall have one vote which he may cast in person or by proxy in writing. A proxy shall be effective solely for the meeting, the date of which is set forth in the proxy and then only if the proxy is filed with the Secretary.

Article X - Amendments

Amendments to the Constitution, By-Laws, Specifications and Rules and Regulations governing National Ten Championships may be proposed by a majority vote of an Annual Meeting or at any time by the Governing Committee. The vote must be by mail or email to each member in good standing and a majority of the votes received in 30 days shall determine the adoption or rejection of the proposed amendment.

Article XI - Legal Boats

Anything in the Constitution, By-Laws, Specifications or Rules and Regulations governing National Ten Championships notwithstanding, all boats which meet the construction specifications, scantlings and sail measurements of the National Ten Association shall be authorized to compete in races conducted by or under the jurisdiction of the National Ten Association.

BYLAWS

Article I - Fleet Meetings and Business

*Each Fleet shall hold an Annual Meeting in the Spring of each year, at which time it shall elect a Fleet Captain and such other officers as it may desire or as shall be provided by such local Constitution or By-Laws as it shall have adopted. It shall encourage attendance at the Annual and Special Meetings of the National Association.

Article II - Dues to National Association

The Board of Governors shall set the dues schedule for the fiscal year from Annual Meeting to Annual Meeting.

Article III - Reports

Each Fleet Captain shall file, the following reports with the National Secretary:

Report of election of Fleet officers to be filed not later than February 15th of each year.

Report on the collection of Association dues, such dues to be forwarded to the National Treasurer not later than July 1st of each year, together with a Fleet Roster listing the boats, their numbers, names, owners and owners' address, and e-mail.

Report to the Secretary on race results and other Fleet news from time to time, and at the conclusion of the season, the race results for the sailing year.

Report immediately to the National Secretary of any changes or additions to the Fleet Roster.

The penalty for failure to file the various reports listed, shall be grounds for the suspension of the Fleet.

*Article IV - Eligible Boats

Only boats conforming to the Class Rules, Specifications and N-10 drawings dated 12/72 (*or approved variances) shall be eligible for registration in the National Ten Association. Parker River brand N-10's (built prior to 12/98 are also included and accepted.) Duplin and Gannon N10's are included and accepted.

*Article V - Boat Number and Name

Official racing numbers assigned to eligible boats by authorized builders shall be permanently affixed to the hull and sails according to the Rules and Specifications. *(Engraved on Centerboard Cap) The name shall be optional but should be recorded, if any.

Governing Committee Ruling #8. July 19, 1974 (Replaces f4)

*Mainsail and spinnaker shall have class emblem and numbers in accordance with US Sailing Association rules. (10" high.)

*Article VI - Racing Rules

The racing rules of the US Sailing Association shall govern all National-10 races, unless otherwise specifically stated in the National Ten Class Rules.

Individual Fleets shall be responsible for making such suitable rules governing the conduct of local races as they may determine and also regarding any limitations on Championship rules.

Article VII - Racing Restrictions

Each boat must carry ground tackle of a character suitable for the locality in which it sails, one regulation life preserver of an approved jacket type for each person aboard, one paddle or oar, and some form of bailing equipment.

No outriggers of any nature whatsoever shall be employed nor any special device, other than those permitted under the Rules and Specifications.

Specifically, but not in limitation of the foregoing, no devices, either the presently legal rigging such as the spinnaker halyard, or devices such as harnesses, or hiking boards, may be used for hiking. Boomvangs that lead from the centerline of the boat are optional.

Article VIII - Expenditures

All expenditures of the Association shall be paid by the Treasurer on approval of the President or Governing Committee.

Article IX - Specifications

Specifications, however complete, cannot anticipate every possible situation which may arise. If a point is not covered therein, a ruling must be obtained from the Governing Committee. In interpreting wording of obscure meaning, the Governing Committee shall consider the intended meaning rather than any technical misconstruction which may be derived from the wording, and shall bear in mind at all times the basic principle of the specification, namely, to maintain the National Ten as a standard one-design class.

SPECIFICATIONS

Part I - General requirements applicable to all boats.

Any boat shall be eligible to participate in sanctioned National Ten Association events, provided that it meets all the requirements of Parts I and II or alternatively, all the requirements of Parts I and III *(or as designated).

The minimum weight of a dry boat shall be not less than 255 lb.. This weight includes the hull with only mast, boom, rigging, mainsheet, rudder, tiller and centerboard. (Dry boat means carefully emptied of all water.) It is necessary for a measurer to weigh a boat only when its weight has been questioned and then only at his discretion. Underweight boats shall be brought up to the required minimum weight by the addition of four (4) lead weights, two (2) located on the inside chine line at a distance of 20" and 98" from the inside surface of the transom. * An additional 10 lbs may be bolted to thwart.

No boat may compete with standard parts removed to reduce weight.

Boats and sails that comply with the specifications in effect at the time they were built but vary from the current specifications may be allowed until the nonconforming part is replaced. However, all boats shall conform to the weight and floatation specifications.

No one may endeavor to take advantage of tolerances. Allowances will be made only when it is evident that an attempt has been made to conform to the exact measurements.

6 *The mast can be of solid construction of spruce or fir or of aluminum construction which shall be a Dwyer (DM-1), or Kenyon Marine A Section. The minimum cross section of the wooden mast from step to tangs shall be 1-5/8" x 2-1/2"; top cross section shall be 1-5/8" x 1-1/4" tapered from 12'-10" from the top of the keel; corners may be rounded to a radius of not more than one-half (1/2") inch. The aluminum DM-1 section may not be tapered *and may be filled with a unicellular floatation material of not less than 3 lb. per cubic foot density and sealed on both ends.

7. When an aluminum mast is used, slugs may be used on the luff of the mainsail in lieu of enclosing the bolt rope in the slot in the mast. The tip weight of the mast shall be not less than 7. lbs. The tip weight, of the mast is the weight of the mast as measured at the bottom of the halyard hole (or the bottom of the groove on the top of the halyard sheave) with the butt of the mast supported at a point 17' from the bottom of the halyard hole. The tip weight shall be measured with the shrouds, turnbuckles (if any), headstay (if any) and halyards on the mast in their 'normal positions with -the halyards in the sails' down position. Underweight masts shall be brought up to the required minimum tip weight by the addition of lead weights in the way of the shroud attachment point.

Governing Committee Ruling #3 - Prior to 12/31/72

Some early masts were tapered incorrectly, the taper from the tangs up goes the wrong way. Masts made according to this early plan will not be thrown out, but replacement masts must comply to present specifications.

Starting from a point on the keel directly below the afterside of the mast and measuring up the afterside of the mast to the bottom of the halyard hole

(or the bottom of the groove in the top of the sheave) the distance must not be more than 18' 3-3/8". Headstay joins the mast 13'4" plus or minus 3" above keel. Side shrouds join the mast 14' plus or minus 3" above the keel (measured to clevis pins).

*(For N-10 molded boats) Alternate measurements of tang positioning and mast sail heights/positions etc. will be taken from "point B" or the theoretical shear line of the hull (N-10 molded hulls)(See para.7a below) Colored 3/4" bands used for sail positioning will be placed referenced to point B *Mast step position fore/aft will be taken from Stem of hull/deck (point A) to centerline of casting (25" +/- .1".)

Governing Committee Ruling #6 - prior to 12/31/72

Stays and shrouds will not be adjusted during the course of a race.

New 7a.

Masts lower edge of top band from "B" 16'7".

Upper edge of lower band to lower edge of upper band 15' 3" Max.

Cunningham grommet allowed. No more than 5" up from tack grommet.

Boom outhaul. From aft edge of mast to forward edge of band 8' Max.

Spinnaker pole attachment. 33" from pt B, (+/-1")

Side shroud s Pin to "pt B" 12' 5 1/4" (+/-3")

Forestay Pin to "Pt B" 11' 9" (+/-3")

Spinnaker hoist.Attachment. to "Pt B" 13' 5" (+/- 1")

Forestay deck attachment. 2 & 1/2" aft of point "A" (bow)

Chainplates. 42 & 1/2" aft (+/- 1/2") from point "A"

Centerboard Pivot pin. 36" aft of pt "A". (+/- 1/4") or 6'9&1/4"

(+/-1/4") taken diagonally from transom/deck intersection.

and located 10&7/8" (+/-1/16")from top of centerboard cap.

The boom shall be 8'5" overall (tolerance 1/2"), of wood or aluminum construction. If wooden construction is used, it shall be at least 3/4" thick and may be tee or cross reinforced. *If aluminum construction is used, it must be Dwyer DM-1 section, Kenyon Marine B or F section and untapered.

The spinnaker boom shall have a length overall of 42" (tolerance1/2"). It shall be attached to the mast no less than 2'6" up from the deck(see 7A).

Spinnaker hoist shall be no higher than a point 3'3" below the halyard hole (or the bottom of the groove in the top of the sheave).

Boom vang without restrictions as to type or location shall be allowed.

Other running rigging and hardware is optional.

Maximum centerboard immersion shall be 20 and 1/2" measured from the lowest point on the centerboard vertically to the underside of the keel.

Increasing this dimension on existing boats may be accomplished by cutting a notch in the framing member on the top of the trunk no greater than 1/2 the member's thickness (Delete*or connecting the pin to the board by means of tangs). Decreasing the dimension may be accomplished

by means of a permanently installed shim. The centerboard shackle or similar device must prevent the centerboard from dropping below the maximum dimension.

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Sails

Any type of woven fabric may be used as long as it has a minimum weight of 3.8 oz. per lineal yard of 28-1/2" width material.

The headboard shall have a maximum fore and aft dimension of 4" measured perpendicular to the luff. The headboard hole shall be in the top of the headboard.

The mainsail shall have two battens 12" long placed in the leech of the sail so that the leech is divided into approximately three equal parts. All mainsails and spinnakers made after April 1, 1975 shall have the emblem, "N 10" attached on both sides of the sail in such a way that the two emblems do not overlap. Emblem characters to be 10" in height.

Maximum measurements for the mainsail shall be:

Leech - 15'3"

Foot - 8'0"

Midgirth (includes bolt rope) - 5'0"

Foot roach - 7"

Luff diagonal - 15' 3"

All measurements except foot roach to be taken under a tension of 5 pounds.

Mainsail measuring points for the head, tack and clew shall be the center of the grommets at the tack and clew and the center of the headboard hole for the halyard attachment. However, under no circumstance shall these measuring points be more than 1" from either edge of the sail forming the corner.

The midgirth dimension is the distance from the midpoint of the luff to the midpoint of the leech. The midpoint of the luff is determined by folding the sail until the center of the hole in the headboard coincides with the center of the grommet at the tack. The midpoint of the leech is determined by folding the sail so that the center of the hole in the headboard coincides with the center of the grommet in the clew.

The foot roach shall not exceed 7" measured from a straight line between the center of the tack grommet and the center of the clew grommet. The foot of the mainsail shall be a curve of the same radius from tack to clew with the maximum amount of roach at the center of the foot. The foot

roach shall be measured with the sail smoothed out but not under tension.

The luff diagonal measurement is intended to insure that the luff of the mainsail is not beyond the design maximum luff length of 15'3" from the center of the headboard hole to the center of the tack grommet. It is used to overcome the difficulties encountered in measuring the luff of roped sails where possibly a great deal of force would be required to stretch the luff to its true length. This dimension is checked by first measuring the center of the tack grommet 12" along the edge of the foot, toward the clew, to a point designated "A". The sail is then measured from the center of the headboard hole to point "A" with the sail under approximately 5 pounds of tension between the two points.

Spinnaker

Any type of woven fabric may be used as long as it has a minimum weight of 1.2 oz. per lineal foot of 28-1/2" width material.

Maximum dimensions of the spinnaker shall be:

Luff - 9,0"

Foot - 6'0"

Half girth - 3'6"

Diagonal - 9'8"

Luff and foot measurements taken under a tension of 5 pounds.

The corner measuring points shall be the center of the grommets at the corners. Under no circumstance shall these measuring points be more than 1" from either edge of the sail forming the corner.

The girth dimension is obtained by folding the spinnaker in half with the luffs together, measuring down from the center of the head grommet to a point 4'6" on the luff and another point 4'6" down on the centerfold of the sail. The distance between these points is the girth dimension. This dimension to be taken with the sail smoothed out on the floor and under no tension.

The diagonal dimension is the distance from the center of the head grommet to the midpoint of the foot. This dimension shall be taken with the sail opened up flat on the floor and just pulled enough to remove wrinkles.

*Part II - Requirements pertaining to Turnabouts only.

Only Turnabouts built by Harold R. Turner, Inc.; Parker River Marine, Inc (built prior to Dec/1998).; or legal designees of Parker River Marine, Inc., may qualify under the specifications of this part. .

The overall length is 9'8" (tolerance 2"), and the beam is 5'3" (tolerance 1")

Fiberglass covering may be utilized without limitation on Turnabout hulls.

Foam floatation of an amount capable of supporting a dead weight of at least 100 lbs. shall be attached to wooden hull. Three floatation units shall be used, the larger unit, being attached to the underside of the forward deck, and two smaller units being attached to the inner side of the port and starboard sides of the boat as far aft towards the transom as possible. Built-in floatation shall not be removed from fiberglass boats.

The stemband may be faired to the planking and the rub strips may be streamlined.

Rudder

*Rudders may be faired, but must conform to the original pattern. May be glassed with Max thickness 7/8" *Rudder Template: Blade radius to be 10&1/2" (+/-1/2").

Centerboard

Centerboards may be built of steel, bronze, aluminum, or iron, and may be galvanized or coated - minimum thickness 3/16" - maximum thickness 1/4". All must be cut to the standard pattern. Maximum length is 32". Width in the water is to be 12"*(+1/4"). Distance from center of pivot hole to center of shackle hole shall be 17". The edges may be feathered.

The Centerboard shackle must prevent the shackle hole in the centerboard from dropping below the top of the centerboard well.

Governing Committee Ruling 07 - prior to 12/13/72

The centerboard tolerance of 3/16" minimum shall be interpreted to include U.S. Standard 8 gauge sheet stock.

Governing Committee Rulings #1, 4'2 prior to 12/13/72.

*Plywood floorboards are legal (and required in all noncored PR hulls). Only plywood is suitable (no compositions, etc.) and 1/4" thickness is minimum. However, it is suggested that 3/8" be used for stability, as 1/4" tends to flex too much. The plywood must cover the entire area from the middle rib to the transom lengthwise, and must extend out to within approximately 2" of the rib gussets in width. A bailing area in the vicinity of the centerboard case is permissible. It is not suggested that floatation be placed between the floorboards and the hull as this might cause the boat to float upside down in the event of swamping.

Hand holes in the transom are allowed. They are helpful when hauling out, and also serve as bailers when a capsized boat is being towed. Maximum dimensions are 2"x6"; holes to be located approximately 4" down and 6" in from the top corners of the transom on each side.

Half-round plastic sheer rub rails are allowed.

Part III - Requirements pertaining to boats other than the Turnabout.

General - The builder of the boat must have received approval from the Governing Committee of the National Ten Association. (Delete*Boats shall be constructed within the tolerances of the drawing "National 10" dated 8/12/73 and in accordance with the tolerances in the following specifications, National-10's fabricated from glass reinforced plastic shall be of cored construction generally as shown on the plan "National 10 Construction Plan for FRP" dated 8/14/73. Variances from this construction plan are as approved in writing from the Governing Committee of the National 10 Class.

Length overall - Shall be 9'7-3/4" +/-3/8".

Beam - Beam to the outside of plank at rail shall be 5'1" +/-1/2".

Floatation - Sufficient foam core or balsa core shall be included in the construction of the hull such that a deadweight of not less than 100 pounds of iron placed on the bottom just aft of the centerboard trunk may be supported in fresh water.

Stem Radius - The stem radius as measured by a circle template not less than 90 degree arc shall be 3/4" +/-1/2" at deck edge.

Keel - The keel shall begin not further than 3/4" aft of station 1 and from the beginning of the centerboard slot aft shall be not less than 7/16" deep measured to the hull at the side of the keel and shall be 2-5/8" +/- 3/16" wide. The edges of the keel may be radiused to not greater than 7/16" radius.

Skegs - Skegs centered not less than 12" +/- 1/2" off centerline shall be provided extending not less than five (5) feet forward of the transom port and starboard. Skegs shall be not less than 3/4" wide by 7/16" deep and may be radiused not greater than 3/8". The skegs may be tapered for two (2) inches forward of the 5' minimum length.

Centerboard Trunk - The centerboard trunk shall be located generally as shown on the plans and shall have a length of not less than 2'9-1/2" and a width of not less than 1/2" where it opens at the keel. The depth of the centerboard trunk shall be not less than 1'1-1/4" at its foreward end measured within the trunk from the bottom of the keel to the top of the trunk. The depth of the trunk shall be not less than 1'2-1/4" measured within the trunk at the aft end of the upper opening between the bottom of the keel and the top of the trunk. The centerboard trunk opening at the keel shall be 3'1 1-1/8" +/- 1/8" from the stern measured along the keel, The centerboard trunk opening at the keel shall be not less than 33" nor greater than 33-1/2" long.

Chine Radius - The chine radius shall be not greater than 3/16".

*Rudders - Rudders shall be not less than 5/8" nor greater than 7/8" thick where immersed in the water and shall not deviate from the profile and tolerances as shown on the plans(Ref II.6). Rudders may be faired and glassed to suit the owner.

Centerboard - The centerboard shall be fabricated from steel, galvanized steel, aluminum, or bronze not greater than 1/4" thick and not less than 8 U.S.S.G. thick. The centerboard shall not deviate from the profile and tolerances as shown on the plans. Centerboards may be faired. The centerboard shall be raised by a purchase leading to the lifting pad as drawn. The lift shackle shall prevent the tab from dropping below the top of the centerboard trunk cap. The centerboard pin shall be corrosion resistant steel, type 316 or equal, or bronze of not less than 5/16" diameter, nor greater than 7/16" diameter.

*Mast Partner - The mast partner shall be of closed design and shall fit the mast with not greater than 1/4" total (side) play.

*Mast Step - The Aluminum mast step for the base of the mast shall be designed to fit the standard mast snugly. The step shall be located 1'6-1/2" +/- 1/4" below the sheer at the forward end of the partner with a tolerance of +/- 1" (foreward or aft.)

*Chainplates - Chainplates shall be located generally as shown on the plans, not greater than 1/2" inboard from the (shears deck edge) and 3'6" 1/2" aft of the stem measured on the bias (Called Point A).

NATIONAL TEN CHAMPIONSHIP RULES AND REGULATIONS

*Article I - Purpose

The purpose of the National Ten (National and regional N.E.) Championships shall be to determine annually by competition the champions of the National Ten Class among Midgets, Juniors and Seniors.

Article II - Trophies

Suitable trophies and awards shall be given to the winning contestants of all races sponsored by the National Ten Association to the extent voted by the Governing Committee.

Article III - Location

At a Championship series the Association will accept bids from clubs desiring to sponsor that series in the following season. (All bids must be received before 1 January of the actual competition year.) The Governing Committee shall determine the location of all National Ten Championships. The responsibility for arranging and providing for proper facilities, entertainment, and all other matters, shall rest with the Fleet organization on whose waters the Championship will be held. In this regard, it must follow the recommendations of the Governing Committee and Judges.

Article IV - Judges

The conduct of all National Ten Championship races shall be under the direction and control of a Board of Judges appointed by and responsible to the Governing Committee.

The Board of Judges may include the Race Committee, Fleet Captains, and/or members of the Governing Committee.

The Board of Judges shall hear and decide all protests and their decision shall be final.

Article V - Entries

*All boat owning members of the National Ten Association (or bonafide charterers) whose dues are paid for the current year * (and whose current year association Decals are displayed, are entitled to compete in Fleet point score races) and events sponsored by the Association subject to action by the Governing Committee. In addition, interested seniors who become Associate Members of the Association may compete in the Senior Championships. An entry for each N10 regatta, determined by the host club, shall be required for the Midget, Junior, NE Open, and Senior Championships. The number of entries to be allowed per Fleet will be established each year by the Governing Committee and announced in the respective Regatta Notices.

Article VI - Eligibility

The Midget regatta and NE Open must have skipper and crew. Senior and Junior regatta may be sailed without a crew.* (If juniors do not use a spinnaker, they may race singlehanded) Both skipper and crew must meet the following age requirements:

Midgets: Midgets must not have reached their fourteenth birthday by the day of the regatta.

Juniors: Juniors must have reached their thirteenth and not their eighteenth birthday by the day of the regatta.

Seniors. Seniors must have reached their eighteenth birthday by the day of the regatta.

NE Open: Open to N10 sailors of all ages.

Article VII - Races

National Ten Championship Series shall consist of five or more completed races but in no event shall be less than three completed races.(See # 3 below)

*In the event that three races cannot be run in the original or extended time period *(due to weather or safety issues, the series may be shortened to two races) or declared no contest by the race committee.

Article VIII - Racing Rules

The racing rules of the United States Sailing Association, Race Committee Rules and Regulations, the Regatta Notice and these Rules and Regulations shall govern all National Ten Championships. The rules of the National Ten Association shall take precedence.

*Article IX - Courses

While no set courses are required, it is desired that a variety of courses be used with a total length determined by the race committee. The courses recommended by US Sailing Association may be used as a guide.

Article X - General Rules

A time limit for each race of not over two hours shall be established and noted in the schedule.

If one boat finishes in the time limit, the race is official, and all competitors must be scored.

In case of a resail necessary because of failure of any competing boat to finish within the prescribed time limit during any race of the series, no boat shall be prevented from entering the resail for any cause arising out of the uncompleted race.

“Team Racing Tactics,” for example, but not by way of limitation, the act of deliberately and willfully sacrificing one’s own chances or place in a race for the purpose of injuring or improving the chances or places of others, is barred and shall be grounds for protest or disqualification. Covering or luffing, provided a yacht is sailing within the right-of-way rule and in a manner consistent with maintaining or bettering its own standing in the race or point scores shall not be deemed to be using “team racing tactics.” In flagrant cases, effecting the point score among the leaders, the Judges shall have the power to protest the offenders or to order the race resailed and may bar the offenders from all remaining races. Each boat must use its own sails in Association Championships. Visiting skippers, who have been given permission to use borrowed boats, must use their own sails. The Judges may authorize deviation from this rule, but only under extenuating circumstances.

More than one member of a member National Ten family may compete in Championships regardless of the number of boats owned. When a boat is borrowed under this rule, the sail used must belong to the borrowed boat and the sail number and boat number must coincide.

There shall be no change in skipper or crew during a Championship. The Judges may authorize a substitute crew provided the change is not made for competitive advantage.

Dry sailing shall not be permitted during Championships unless facilities are available for all boats to dry sail.

*At all National Championship events, the top five boats may be weighed and measured to assure conformity to the rules and drawings.

Article XI - Protests

* Protests must be filed in writing with the Race Committee not later than one-half hour after the end of the race.*(or within 15 Minutes of arrival at the dock, whichever is sooner) -----

